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HONGKONG WEDNESDAY, NOVEMBER 24, 1909.

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Lefferts Knox, Esq., Hongkong, Canton,
District Manager.
R. W. Tate, Esq.,
District Secretary.
Alexandra Building, Hongkong.
Hongkong, November 16, 1909. 1424

THE STRANDING OF THE S.S. TAK HING.

A Marine Court of Inquiry into the
circumstances connected with the stranding
of the British s.s. Tak Hing, was held at
the Harbour Office this morning.
Commander Basil Taylor, R.N., presided
and the assessors present were:—Lieut. H.
Butterworth, R.N., H. M. S. Tamar; Mr.
E. Beetham, s.s. Empress of India; Mr.
G. S. Weigall, s.s. Wan Sang; Mr. H. M.
Walker, s.s. Kwong Tong.
The inquiry was into the circumstances of
the stranding of the Tak Hing, of which
William Bishop was master.
Mr. R. A. Harding appeared for the Sze
Yap S.S. Co., and Mr. C. D. Wilkinson
represented the master.
The President said that he proposed to
take the evidence of the master first of all.
Mr. Wilkinson—That is rather unusual.
This complaint is in the nature of a pro-
secution and it would be best if my friend
stated the nature of the allegations.
Mr. Harding said that the allegations
were that the captain did not take proper
precautions to secure the safety of the ship.
The steamer left Hongkong for Kowloon
on October 18 at 6 o'clock, when the
black signals were hoisted. The steamer
arrived at 4 o'clock the following morning
and anchored in the river with one steamer
in front and one behind. They were the
Hoi Ming and the Tai On. About 6 p.m.
these steamers left their anchorage in order
to take shelter and in consequence of that
the pilots on board the Tak Hing held a con-
sultation after which they approached the
captain and suggested that they should proceed
to shelter. The captain replied "No."
The typhoon came on at 9.30 and at that time
although there were three anchors on board
only one was lowered. The steamer con-
tinued to drift until 12 o'clock when it
touched the bank. Then a second anchor
was let down but only for fifteen minutes.
The pilot of the Tak Hing was called
and stated that he had been pilot on that
steamer for six years. Witness bore out
Counsel's statement. The second pilot
moved the steamer a little, and when the
typhoon came on about 9 p.m. the steamer
drifted for about twenty hours, reaching the
bank about midnight. The second anchor
was put down at half-past twelve,
but it did not have any effect. It was
then hauled up again in about a quarter of
an hour.
Cross-examined by Mr. Wilkinson witness
said he entered the employ of the company
three years ago, previous to which he was
quartermaster on the Kong Shu, and the
Tak Hing had been sold to the Sze Yap
S.S. Co. on November 21, 1908.
When the steamer was at anchor he was
off duty.
Cross-examined by the President, witness
did not know whether the second pilot
moved the ship on his own responsibility
or not.
The assistant pilot was then called and
gave similar evidence.
Cross-examined by the President, witness
said the master gave the order to move the
ship.
Lieut. Butterworth—How do you know
the ship began to drag at about 1 o'clock?
—I was on the steamer and felt it.
Did you take any steps to prevent the
dragging?—I told the first pilot to see the
captain.
The President—Was there a lead over
the side?—It was over the side.
Were the engines working at all after
the steamer shifted berth?—Yes.
When?—The engines stopped when the
ship went ashore.
Were they going ahead or astern?—
Ahead.
What part of the ship struck the shore
first?—The stem on the port side.
Further evidence was called and the case
was adjourned.

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Hongkong, April 14, 1909. 515

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Hongkong, October 11, 1909.

THE INTERPORT FESTIVAL.

HONGKONG AND THE STRAITS MEET.

HONGKONG LEADING.

The greatest amount of interest was to-day displayed in the commencement of the interport game between Hongkong and the Straits representatives. The huge success of the home team against Shanghai greatly encouraged their supporters in the view that they would put up a good fight against what was known to be a strong combination. This feeling of confidence was increased by the fact that the Hongkong team had been materially strengthened by the substitution of the Rev. Maundrell, the old Hampshire player, in place of Lieut. Anderson. On the other hand, there were many who feared that the home batsmen would find the Straits bowling much more serious than Shanghai's had been.

Again the weather was delightfully fine and clear, while the pitch was still hard and fast.

Spectators continued to patronize the festival, and during the afternoon Major General Broadwood and officers of the Garrison were "at home" on the ground, while the band of the Buffs rendered musical selections.

The Straits won the toss and decided to go to the wickets. The umpires were Capt. Barrett (Shanghai) and Capt. Beasley, while Mr. W. D. Jupp was official scorer. First to bat were Eddis and Grenier, the former receiving the first delivery of the match from Bird. He hit a four off the second ball sent down, being almost caught by the bowler, while he also stole a single in the fifth delivery. A wide was bowled by Bird, and then Grenier hit a single. The same player got one off Oliver's second delivery, soon to be followed by a trio of well-placed boundaries by the other batsman. Thirteen runs had therefore been hit off Oliver's first over. Eddis continued to play confidently and was able to pull Bird for another four a little while afterwards. Runs came freely, Eddis driving Oliver straight out for a four, 30 runs being hit on once signalled. The batsmen were playing carefully, and as the result of judicious placing were able to keep the score going up by singles.

The field seemed to be placed far too deeply. When 40 was reached Bird was put on to bowl in place of Bird at the Naval Yard end. Eddis, however, hit out and secured a four off his first delivery. The second ball nearly hit the wicket, and off the third Grenier very cleverly caught him in the long slips. For the loss of one wicket 47 runs were up, Eddis having knocked up his 33 in about 30 minutes. He had played very pretty cricket.

Clarke joined Grenier, and in the next over Bird came on to bowl at the Law Courts end. Oliver, the bowler, bowled a maiden over, the newcomer being almost stumped on the second delivery. Bird did not stay long, however, for Bird soon clinched bowled him, his score only being a single. Two wickets were down for 49.

The Straits captain, Hubback, was next man in. He got a single off Bird, but should have been caught in the slip off the other bowler soon after his appearance. Nothing of note occurred until Grenier, off a ball by Bird, hit clean out over the railings, and thus credited his side with a half a dozen runs. After Hubback had knocked up a few singles he began to hit out. He drove to leg off Bird for four and then straight out for a single, Edwards quick work preventing him from getting any more. Bird was bowling at good pace at the other end. He at length met with success, Green, who was keeping wicket well back, catching the ball as it glanced off Grenier's bat. The retiring batsman had made a round two dozen in capital style. Three wickets had been disposed of for 72 runs.

The next man to go to the wickets was Hickley, but before he had broken his "duck" Bird managed to take him in the slips off Bird. One run had only been added to the three-wicket score.

Mackenzie, who held the record interport individual score of 163, made against a combined eleven in 1897, then came on to partner Hubback. He had not long been in when Hubback hit for one. He called to Mackenzie, who, however, was slow in getting away, and was easily run out, having only made a couple of singles. The score was 82 for 5 wickets, play having been in progress for precisely an hour.

The new man in was Brown. Runs continued to come in singles, but about five minutes after Brown's arrival Garnett very smartly caught Hubback in the slips off Bird. The retiring man had completed 23 as the result of fine cricket. There were 87 runs up for seven wickets. Mackenzie joined Brown, but off his very first ball he hit up from Bird and was easily caught at mid-off by Pearce. Zahner was next put in to accompany Brown, and each man was soon sent putting away for four, both landing the ball in the Governor's pavilion. A single by Zahner produced the hundredth run made by the side, play having been in progress for an hour and a quarter. Brown hit prettily for four, but soon after he was run out, Bagnall smartly sending the ball in from cover. This was to Oliver's bowling, Bird taking a rest. Eight wickets were now down for 104, Brown's contribution being the "unlucky 13."

Hennessy joined the man at the wickets. He was easily responsible for a pretty pull to leg, but Turner prevented a boundary score, only a couple being registered. Off Oliver, Zahner "knicked" a four, and in the following over he should have been stumped, but Green could not hold the ball. This pair now settled down, and as the result of a couple of boundaries by Zahner, 130 was signalled. Bird now took on again with the leather, but runs continued to come in dribbles. At the Law Courts end Garnett was tried with the ball. Off his third delivery Zahner pulled him up with a single. Later he was seen hitting well out, punishing Garnett's bowling by knocking a couple of boundaries off successive deliveries.

Later he drove another for a like figure. Five minutes before the fifth adjournment Bagnall came on to bowl in place of Bird, three men being put at slips. The new trundler stopped the run-getting, his first over being a maiden. Although he had been meeting with little success, Garnett was

left on at the other end, but this time only a couple of runs were made off him. As the fifth adjournment the pair were still unseparated, the score being 174 for the loss of eight wickets. At five minutes to 2 o'clock the balance again went in, Hennessy facing the bowling of Bird, who now replaced Garnett. He made a single off the first ball, while the only other run obtained in the same over was by Zahner. The other end Bird relieved Green with the ball, a maiden over being recorded. In the fifth ball of Bird's next over, however, Hennessy was smartly caught in the slips by Garnett. This was the third man he had accounted for in this way. There was several a most productive partnership.

Carvendish was last man. Bird had one more ball to go, and this proved sufficient to dispose of the whole team. Green catching the new comer at the wickets. There had been only a run added since the adjournment, the total score for the side being 170. Zahner retired not out with 53 to his credit; this figure being compiled by careful and stylish cricket.

HONGKONG'S REPLY. At 2.15 o'clock Pearce, and Elborough opened for Hongkong, Hennessy sending the first ball to the former from the Naval Yard end. The Hongkong man hit a single, though the ball was smartly fielded by Clarke, and Elborough added another off the next ball. After a further single by Pearce, Elborough was beautifully caught in the slips by Eddis off the last ball of the over. There were only three runs up.

Maundrell now came out to join Pearce, the latter taking Clarke's first deliveries. In the third ball Pearce "knicked" for four, but though the fielding had been better he would only have got a single. Maundrell commenced well, pulling Clarke to the boundary off the last ball of the over. This was his first stroke. A maiden over by Hennessy was followed by Maundrell again facing Clarke's bowling. On his third delivery, however, he was clean bowled, being beaten all the way. This was a fatal start, two good wickets being disposed of for the small total of 12.

Edwards now joined Pearce and soon out for four off Hennessy's bowling. Both men scored singles after this, and then Edwards was again sent driving for four. In the same over he hit another boundary as well as a single, riskily obtained. These were all off Clarke. The same batsman drove over, beautifully off Hennessy in the next over, but the man in the deep field stopped a boundary, only a single resulting. Nothing of note occurred until Hennessy's next over, from the opening ball of which Edwards gave a chance to slips, but the men were too fast for him. He was not long spared, however, for off Clarke's subsequent deliveries he was clean bowled by Clarke, the ball breaking in from leg. The score was now 36 for the loss of three wickets, Edwards having quickly knocked up 17.

Bird joined Pearce, and at the same time Mackenzie had to retire from fielding owing to an injury, his place in the field being taken by Lanning. Soon after the new comer's arrival Pearce cut prettily to leg off Hennessy, both thus yielding four to his side, and then Bird skied the leather, but the man out in the long field could not get at the ball to catch. Runs were now coming in leggies off both bats, no less than six being registered in the next over. Bird "knicked" a four to leg off Hennessy, while in Clarke's subsequent over Pearce hit another four. These men were now playing consistent cricket, although the score did not rise very rapidly. Off Hennessy Bird lifted the ball to mid-off and got a four, 70 runs having been registered after play had been in progress for an hour. Clarke's bowling still seemed to give the batsmen a little discomfort, although after a while he was taken off for a rest. Eddis took on in his place. Bird beautifully cut him off his second delivery, but only one was produced. Pearce also hit one off the same over. In Eddis's next Bird drove a four, and two balls later lifted the leather right into the Law Courts buildings, thus adding half a score of runs in one over. A moment afterwards the Buffs Officer, who "knicked" a four, was dismissed at mid-off by Clarke. The partnership was soon ended, for in Eddis's next over Pearce was clean bowled in attempting to swipe at a ball. Since Bird came to the wickets no less than 11 runs had been added, so the association of these men was most productive. Pearce did not play the ball more cautiously. There were now six wickets down for 87.

Soon after Turner had joined Bird a boundary was credited to each man, and amid applause, the century was declared. Bird showed his contempt for Eddis's bowling by knocking up a four and six off successive deliveries, while the same bowler was badly punished in his next over by the Hongkong captain, who pulled across the wickets for four. Shortly afterwards Eddis was taken out from bowling at the Law Courts end, Grenier replacing him. His initial over produced a single to each batsman. Four byes off Hennessy's bowling made the 120 runs. Immediately afterwards Bird was again sent punishing the bowling. He cut for a four, then hit a six into one of the Law Courts verandas, following this with four secured from a six off a drive. This was the most expensive over of the match, 140 being reached immediately. In the following over off the same trundler Turner credited his side with eight runs from two strokes. When the next seemed set a tricky ball from Hennessy disposed of Bird, who had piled up 68 in beautiful style, only giving one chance. There were now 149 runs for the loss of five wickets, the partnership between the retiring batsman and Turner having been most profitable, yielding 68 runs. Capt. Garnett filled the vacancy at the wickets, while Mackenzie, who was now able to resume his place in the field, displaced Grenier with the ball. Bird did not come at all quickly for a while, though the new comer was able to put Mackenzie away to boundary once. Hongkong had been at the wickets for precisely two hours when 160 runs were telegraphed on the board. At this stage Hubback relieved Hennessy with the ball, the latter man having bowled continuously as the lower end from the start. Six runs and a bye were produced from the Straits captain's opening over. Of these runs a boundary was scored. A fourth over followed, in which Hubback's bowling was most productive, as well as a single from Garnett. With only four runs required to get beyond the Straits total, both men hit singles off Hubback. Then Turner hit one off Mackenzie, and a run for four by Turner off Hubback sent Hongkong past their opponents' full-length total. It now wanted half an hour to the close of the day's play. Without adding further to the score Turner hit six in the long ball, and was smartly meeting with little success, Garnett was

accounted for by a well-placed catch of Zahner. He had compiled a useful 38, deservedly got the total score for the six wickets down being 181, or two beyond the Straits aggregate of 174.

Bagnall joined Garnett, but only one run had been added when Zahner, third man, smartly caught the latter off Hubback. When Green came in the join Bagnall at the wickets runs came up pretty freely for the Straits, the former getting a three and his partner a four in one over off Mackenzie, while Bagnall pulled round off the other bowler for a quartette of runs. Clarke then took the ball from Mackenzie's, and the latter was soon able to catch Green at mid-off, while the score only one below the double century.

With ten minutes more to play, Oliver went in to partner Bagnall, who was able to place the total at 200 off Hennessy's power. Bagnall was next seen driving Clarke for four, to be followed by another boundary to leg in the subsequent ball. Next delivery, however, he was caught at the wickets by Maundrell. The score was 208 for the loss of six wickets, of which Bagnall had scored up 18. The last man in, and he had a narrow squeak on going to the wickets, being nearly run out on his first venture. Just a minute before 5 o'clock he was easily caught in the slips by Hubback off Hennessy, the whole side being out for 211. This was 39 beyond the Straits total. Scores:—

STRAITS.—FIRST INNINGS.				
B. L. Eddis, c. Garnett, b. Bird	33			
N. E. Grenier, c. Green, b. Bird	24			
R. H. Clarke, b. Bird	1			
T. R. Hubback (capt.), c. Garnett, b. Bird	23			
G. Hickley, c. Bird, b. Bird	9			
T. M. Mackenzie, run out	0			
V. C. Brown, run out	0			
S. G. A. Maundrell, c. Pearce, b. Bird	0			
H. R. S. Zahner, not out	53			
P. H. Hennessy, c. Garnett, b. Bird	30			
R. A. Carvendish, c. Green, b. Bird	5			
Extras	9			
Total	179			

BOWLING ANALYSIS.				
Bird	16	1	60	5
Baird	13	1	47	3
Bagnall	2	1	5	0
Garnett	3	0	24	0
Oliver	7	0	34	0

HONGKONG.—FIRST INNINGS.				
T. E. Pearce, b. Eddis	35			
A. C. F. Elborough, c. Eddis, b. Hennessy	1			
Rev. W. H. Maundrell, b. Clarke	4			
W. N. Edwards, b. Clarke	17			
Capt. Baird, b. Hennessy	58			
W. C. D. Turner, c. Zahner, b. Mac	38			
Capt. Garnett, c. Zahner, b. Hubback	18			
Lieut. Bagnall, c. Maundrell, b. Clarke	18			
Lieut. Green, c. Mackenzie, b. Clarke	8			
R. E. H. Oliver, not out	2			
R. E. O. Bird, c. Hubback, b. Hennessy	11			
Extras	11			
Total	211			

BOWLING ANALYSIS.				
Hennessy	27.2	10	61	4
Eddis	5	0	31	1
Grenier	3	0	24	0
Mackenzie	3	0	28	0
Clarke	14	4	48	4
Hubback	4	0	14	0

DANCE AND SUPPER AT HONGKONG CLUB. The informal dinner and supper given at the Hongkong Club on Tuesday evening was a most enjoyable affair. Most of the members of the three "cricketing" elements put in an appearance and there was a good attendance of Service, professional and other members of the club. Punctually at ten o'clock His Excellency Sir Frederick Lugard arrived and he stayed for a considerable time. The music was supplied by the band of the Buffs, under Bandmaster O. B. Heritt, the following being the programme:—

- 1.—"Rouge et Noir".....Leter.
- 2.—"Venus on Earth".....Linder.
- 3.—"Two Steps".....Teddy Bear's Picnic.
- 4.—"Gold and Silver".....Zahner.
- 5.—"Billie Blue".....Hubback.
- 6.—"Barcarolle".....Offitbach.
- 7.—"Two Steps".....Arrah Wana.
- 8.—"Serge d'Automne".....Joyce.
- 9.—"Two Steps".....The Gazette's Parade.
- 10.—"Valse".....Quand L'mour.
- 11.—"Valse".....Redeure.
- 12.—"Two Steps".....Petite Tonkinoise.

God Save the King.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

Members of the Hongkong Volunteer Reserve Association are reminded that the postponed Autumn Meeting will be continued to meet on Thursday, November 28th at 2 p.m. prompt.

The competitions are open to members and civilians.

Second Competition. King's Birthday, from 2 to 8 p.m. 200 yards. Involuntary, 8 rounds, last 7 to count. This competition must stop at 3.30. Prize presented by G. H. Wakeman, Esq.

Third Competition. 200 yards. For teams of 4 men to shoot simultaneously at a disappearing target. 4 rounds each man. Teams will be made up on the ground by drawing lots. Prize presented by Dr. E. E. E. E. E.

Fourth Competition. Joke Target. Concealed Bullseye 100 yards. One shot only. Prize presented by Messrs. A. S. Watson and Company, Limited. Ladies are specially invited to enter for this competition, and may use any rifle. All ties will be fired off.

Ladies taking part in these events will be handicapped according to their handicap in the L.R.A.

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:—

On the 24th at 12.00 p.m.—The barometer has risen considerably over China and Formosa, and fallen quickly in Japan and at Wladivostok.

SANITARY BOARD.

Mr. E. D. C. Wolfe presided over a meeting of the Sanitary Board on Tuesday afternoon when there were also present:—Dr. Fitzwilliams, Hon. Mr. A. W. Brown, Registrar-General, Mr. A. Shalson Hooper, Mr. Lau Chi Pak, Mr. Ng Hon Tin, Dr. F. Clark, Medical Officer of Health, Dr. Pearce, A.M.O.H., and Mr. W. Bowen-Rowlands, secretary.

NEW MEMBER WELCOME.

The President—Gentlemen, before entering on the business of the meeting I should like, on behalf of all members, who will, I think, endorse my remarks, to extend a hearty welcome to the Board to Mr. Ng Hon Tin, our new member. Mr. Ng Hon Tin is a well-known member of the Chinese community here, and I think we may take it that any remarks or any feelings he expresses as representing the views of the Chinese on matters of public concern will be such that they may well deserve our confidence. Mr. Ng, on behalf of the members of the Board, begs to congratulate you on your appointment, and to extend the welcome of the members.

Mr. Ng Hon Tin—Thank you, sir.

THE CONSERVANCY CONTRACTOR AGAIN.

More complaints against the Kowloon conservancy and scavenging contractor were considered. The President, in reply to Dr. Fitzwilliams, stated that this was the same man who had previously fined. There were six different charges against him on February 3rd, and complaints again in June. One of the members of the Board then remarked that if the charges were proved the contractor should be fined the maximum amount. Another member intimated that the man did not seem capable or willing to fulfil his contract. When the speaker first took over his new work he had considerable difficulty in making the contractor carry out the terms of his contract, the far as he could gather, the contractor tendered a less amount than last time, although there was an additional clause added to the contract. The contractor now had a sufficient number of boats required by his contract. The question was whether members would hear the contractor, or leave the matter to a sub-committee.

Mr. Shalson Hooper suggested that the committee should be invested with the full powers of the Board, and with power to select a standing committee, the committee pointed out that he was able to investigate the charges now before the Board, and if they thought them proved, should impose any penalty they might consider necessary and report their action to the Board. It seemed to him that a public meeting was hardly the place to investigate details of charges when they had a lot of other work on the agenda. They could not get sufficient time to do justice to the case.

The President said he thought they would like a standing committee to deal with similar complaints against all contractors. Complaints could go before the standing committee, who could then report to the Board.

Mr. Shalson Hooper said he was quite in favour of the President's suggestion, and thought they should have a series of standing committees, the same as councils had at home.

Hon. Mr. Brown moved the appointment of a select committee to enquire into the charges against the conservancy and scavenging contractor.

Mr. Shalson Hooper seconded, and the President, the Registrar-General and Mr. Lau Chi Pak were appointed members of the new committee.

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ROBINSON PIANO Co., Ltd.

INVITE INSPECTION OF THESE

HIGH-CLASS

ENGLISH and GERMAN

PIANOS

PERSONALLY SELECTED

Brinsmead (large model)

Brinsmead (small model)

Ronisch,

Rachals,

Werner,

Krauss.

Oh, Ho! So, Here's for a Merry Christmas!

Just What

To Give - -

CHRISTMAS &

NEW YEAR'S

Gifts for all.

Dainty gifts, Useful gifts.

Gifts for Men and Women.

Gifts for Boys and Girls.

Gifts for those who can spend

any amount, and gifts for those

who needs must make every

penny count.

COME EARLY AND BUY EARLY!

YOU GET A BETTER PRICE.

FINE CANDY

"The Sweetest Present of All"

Be sure to get the "right" kind.

Come here and get

ROWNTREE'S or CALEY'S

Special Holiday Stock in dainty Gift Boxes

FOR GOOD DRUG

STORE SERVICE

You cannot beat our Pharmacy anywhere

in Hongkong. Every article kept by a

first-class druggist is here. Everything

reliable. Our drugs are fresh and pure.

No Prices Lower than Ours. Quality

Considered.

WATKINS,

CHEMISTS.

31, Queen's Road Central

HONGKONG.

THE STRANDING OF THE

SELJA.

We learn from the Kobe Herald that the

Portland and Asiatic steamship Selja struck

a submerged rock off Sagami (close to

the Kuramae Sea—Southern Passage to

the Inland Sea) and was beached at

Mokura, on Oshima, somewhat to the

north-east of the scene of the disaster.

The place where the steamer was

beached has a sandy bottom. The work of

discharging cargo was at once commenced.

The vessel is damaged on the port side

amidships and the port side keel has gone

there is one large hole in the hull and

several smaller ones. The big hole having

been patched the ship was floated and

taken to Kobe. She has a big cargo of

coal for Hongkong.

The Canadian naval scheme contemplated

the fortification of Sydney, Cape Breton, owing to coal for the

east coast passing that place, and as

ports have already surveyed the sites

subsidized dry docks at Lewis, on the St.

Lawrence, opposite Quebec, and St. John's,

New Brunswick, to the extent the depen-

dence suggested, as it is believed that smaller

federal assistance will be sufficient to en-

sure completion of the enterprise.

SAVE MONEY BY BUYING ORAM

BERNARD'S COUGH REMEDY.

THE BANK LINE, LIMITED.

Taking Cargo on through

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	HIMALAYA	About 26th	Freight and Passengers
LONDON, via Suez Ports	ASSAYE	Noon, 27th	See Special Advertisement
LONDON & ANTWERP	NAMUR	About 1st	Freight and Passengers
Port Said & Marseilles	Port Said & Marseilles	December	Passage
SHANGHAI, MOJI, KOBÉ, YOKOHAMA	SHANGHAI, MOJI, KOBÉ, YOKOHAMA	About 4th	Freight and Passengers

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO.'S. ROYAL MAIL STEAMSHIP LINE.

IMPERIAL LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 31 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John.

From Hongkong:	From St. John:
EMPEROR OF INDIA	EMPEROR OF BRITAIN
SATURDAY, 4TH DEC.	FRIDAY, 31ST DEC.
EMPEROR OF JAPAN	ALLAN LINE
SATURDAY, 1ST JAN.	FRIDAY, 28TH JAN.
EMPEROR OF CHINA	EMPEROR OF IRELAND
SATURDAY, 20TH JAN.	FRIDAY, 25TH FEB.
MONTEAGLE	
TUESDAY, 15TH FEB.	
EMPEROR OF INDIA	EMPEROR OF IRELAND
FRIDAY, 26TH FEB.	FRIDAY, 25TH MAR.
EMPEROR OF JAPAN	EMPEROR OF IRELAND
SATURDAY, 27TH MAR.	FRIDAY, 22ND APRIL

Steamships leave Hongkong at 7 a.m. and Monteagle at 12 noon. Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at St. John with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress of Japan' and 'Empress of China' are equipped with the latest machinery and are the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10/-. Freight for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port \$43.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Foddar Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBÉ and YOKOHAMA.

OPERATES IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS	Tons	Captain	To SAIL
HERCULES	7,750		About December 17th, 1909.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMERS	Captain	To SAIL 1909.
SHANGHAI, KOBÉ and YOKOHAMA	POLYNESIE	Broc.	Dec. 6, p.m.
MARSEILLES, Via Ports	ERNEST SIMONS	Gleard.	Dec. 7, at 1 p.m.
SHANGHAI, KOBÉ and YOKOHAMA	OCEANIE	Silber.	Dec. 20, p.m.
MARSEILLES, Via Ports	TONKIN	Charbonnel.	Dec. 21, at 1 p.m.

TRANSFERRING on the Co.'s Steamers at Singapore for BATAVIA, at Colombo for Ceylon, BOMBAY and AUSTRALIA, at Port Said for the LIVERPOOL, CONTINENTAL and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo as through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Savona, Black Sea and Baltic Ports.

AND ALL NORTH AND SOUTH AMERICAN PORTS.

Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arab and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

Outward	Homebound
SHANGHAI, YOKOHAMA & KOBÉ	For Havre & Hamburg
S.S. SITHONIA	S.S. SITHONIA
14th Dec.	14th Dec.
S.S. SCANDIA	S.S. SCANDIA
10th Dec.	10th Dec.
S.S. BRASILIA	S.S. BRASILIA
14th Dec.	14th Dec.
S.S. REGOVIA	S.S. REGOVIA
14th Dec.	14th Dec.

For further particulars, apply to HAMBURG-AMERIKA LINIE Hongkong Office.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the FAST SOUTHERN ROUTE across the PACIFIC, via Honolulu, Oahu, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
KOREA	18,000 Tons, TUESDAY, 30th Nov., at Noon.
NIPPON MARU	11,000 " FRIDAY, 10th Dec., at Noon.
SIBERIA	11,000 " FRIDAY, 17th Dec., at Noon.
MANCHURIA	11,000 " FRIDAY, 31st Dec., at Noon.
CHIOYU MARU	11,000 " FRIDAY, 7th Jan., at Noon.
MONGOLIA	11,000 " FRIDAY, 28th Jan., at Noon.
TENYO MARU	11,000 " FRIDAY, 4th Feb., at Noon.

The s.s. KOREA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on TUESDAY, November 30th, at Noon.

Fares: Hongkong to London £71.10. 0. including Berth and Meals across America.

INTERMEDIATE SERVICE.

China, 10,200 Tons, FRIDAY, 24th Dec., at Noon.

Asia, 9,500 " FRIDAY, 14th Jan., at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London, via Canadian Atlantic Port \$43.

Special Rates (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, Kine's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA	TACOMA MARU	6,178	Friday, 17th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI, via SWATOW, AMOY and FOCHOW.	BUJUN MARU, Captain Y. Fueno.	THURSDAY, 25th Nov., at 8 a.m.
AMOY, via SWATOW & TAMSUI.	SOSHU MARU, Captain T. Sugi.	FRIDAY, 26th Nov., at Daylight.
SWATOW, AMOY & TAMSUI.	DAIJUN MARU, Captain Y. Kaburaki.	SUNDAY, 28th Nov., at 10 a.m.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: 'CHOSEI' MARU and 'BUDUN' MARU—First-class ships—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To SAIL 1909.
NAPEES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG.	KLEIST, Capt. O. Pakke.	WEDNESDAY, 1st Dec., at Noon.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA.	GOEBEN, Capt. E. Wilhelm.	WEDNESDAY, 1st Dec.
MANILA, LAF, NEWGUINEA, SYDNEY & MELBOURNE.	PRINZ WALDEMAR, Capt. F. Laska.	FRIDAY, 3rd Dec., at Daylight.
YOKOHAMA and KOBÉ.	PRINZ SIGISMUND, Capt. D. Laska.	FRIDAY, 11th Dec.
KUDAT and SANDAKAN.	BORNEO, Capt. F. Kembl.	FRIDAY, 11th Dec.

For further particulars, apply to Norddeutscher Lloyd, Agents, Hongkong & China.

A COLONIAL CHRISTMAS NUMBER.

We have received the Christmas number of the Auckland Weekly News, for 1909. It is a superbly produced work of art entirely executed, we understand, at the New Zealand Herald Office and the publishers deserve the highest praise for the enterprise and splendid craftsmanship which they have displayed. The beauties of New Zealand—so aptly called the 'world's wonderland'—are reproduced on every page, the cold lake region as well as the hot-spring district receiving ample illustration. The letterpress, too, is devoted to New Zealand topics and embraces a variety of most interesting themes, not only as regards the Colonial settler but also with reference to the Maori. Such a Christmas number as this can fear no rivalry with the production of the Homeland so far as high art printing and literary contents are concerned.

AMOI NOTES.

(From Our Own Correspondent). Amoy, November 19.

A committee meeting of the Kulangsu Lawn Tennis and Cricket Club was held in the Amoy Club on Monday evening last, when it was decided to add two more to the already existing committee of 5. Messrs Griffin and Onat were duly elected and were willing to serve. It was also decided that the following gentlemen should take charge of the various sports. Cricket, (Mr. Griffin), Football, (Mr. Onat), Hockey, (Mr. Joseph), Tennis, (Mr. Knapp), and when needed, should choose teams and captain the same.

A typhoon appears to be hovering around N. W. Luzon, and a marked fall in the barometer took place yesterday. The glass has, however, steadied to-day, but shows no tendency to rise. A northerly wind of feeble character has blown for several days. The weather is getting gradually colder, and days succeed each other with clear skies and fine, settled weather.

CHINESE NEWS.

The steamer Hangchow brought down from Shanghai the coffin containing the body of the late President of the Fokien Association of Shanghai. This man was a native of Amoy with the surname of Yap, a very large and influential family here. The burial took place to-day. The procession formed on the Bund, which presented a brilliant sight most of this morning.

Dentistry.

HOURS 9 to 12 a.m. Practice Limited.
DR. HENRY CLEMENT
AMERICAN GRADUATE DENTIST.
12, Beaconfield Arcade.

Hongkong, November 6, 1909. 1390

DR. CHAS. FONG,
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34, QUEEN'S ROAD CENTRAL.
ROOM NO. 2, FIRST FLOOR.
(Opposite Post Office).

American graduate with twenty years experience in the practice of Dentistry, specialist for treatment of teeth.

Hongkong, April 16, 1909. 530

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and latest Improved Appliances.

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Hongkong, November 13, 1909. 1379

SIEN TING
Surgeon Dentist.
No. 14, D'ARNAUD STREET.
TERMS VERY MODERATE
Consultation Free.

LABUAN COAL.

NOTICE—This COAL can only be obtained from THE LABUAN COAL MINES CO., LD. who are now prepared to supply fresh Coal straight from the Mine. Steamers load at the Wharves. Quick despatch.

Telegrams: 'LABUR-LABUAN'—BRADLEY & CO., Agents, Hongkong.

Hongkong, August 11, 1909. 1014

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W. G. HENDERSON & CO.
11, Market Street, Hongkong.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SANDAKAN	MAUSANG	FRIDAY, Nov. 26, at Noon.
SHANGHAI	WONGSANG	FRIDAY, Nov. 26, at Noon.
MANILA	LOONGSANG	FRIDAY, Nov. 26, at 3 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	NAMANG	MONDAY, Nov. 29, at 3 p.m.
SHANGHAI	CHOTANG	TUESDAY, Nov. 30, at 4 p.m.
SINGAPORE	AMARA	WEDNESDAY, Dec. 1, at 3 p.m.
MANILA	TOONSANG	FRIDAY, Dec. 3, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	FOOSANG	TUESDAY, Dec. 7, at 3 p.m.

RETURN TOURS TO JAPAN, Occupying 34 days.

THE steamers Katsung, Namang and Fookong leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Labad, Davao, Singapore, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 21.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHINA	Nov. 25, at 4 p.m.
NINGPO & SHANGHAI	PAOTING	Nov. 27, at 4 p.m.
SHANGHAI	CHINA	Nov. 29, Daylight.
MANILA	TAMSA	Nov. 30, at 3 p.m.
TIENTSIN	KUICHOW	Nov. 30, at 4 p.m.
MANILA, CEBU, AND USUAL	TAITUNG	Nov. 30, at 4 p.m.
SHANGHAI	CHINA	Dec. 2, at 4 p.m.
SHANGHAI	CHINA	Dec. 6, Daylight.

DIRECT SAILINGS TO WEST LIVERPOOL—Twice Weekly.

S.S. 'LINTON' and S.S. 'SANTAL'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chusan, Lian, Chinkun)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

S.S. Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES INCLUDING WINE—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909.
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MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	WAKASA MARU, Capt. N. Nielsen, Tons 6500.	WEDNESDAY, 24th Nov., at Daylight.
	SADO MARU, Capt. G.C. Hurry, Tons 6500.	WEDNESDAY, 24th Dec., at Daylight.
	HIRANO MARU, Capt. H. Fraser, Tons 9000.	WEDNESDAY, 22nd Dec., at Daylight.

VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, KAITUMI, AND HAMA.	SHINANO MARU, Capt. K. Kawai, Tons 6500.	TUESDAY, 7th Dec., at Noon.
	AKI MARU, Capt. K. Sato, Tons 7000.	TUESDAY, 4th Jan., at Noon.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Capt. M. Yagi, Tons 6000.	FRIDAY, 26th Nov., at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 6000.	FRIDAY, 24th Dec., at Noon.

NAGASAKI, KOBÉ and YOKOHAMA.	KUMANO MARU, Capt. M. Winkler, Tons 8000.	WEDNESDAY, 24th Nov., at 4 p.m.
	MISHIMA MARU, Capt. A.E. Moses, Tons 9000.	SATURDAY, 18th Dec., at Daylight.

SHANGHAI, MOJI & KOBÉ.	TAKASAKI MARU, Capt. A. Mocker, Tons 6000.	THURSDAY, 25th November.
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SOMERSET, via SINGAPORE, PENANG, AND COLOMBO.	MYOTOMI MARU, Capt. J.O. Richards, Tons 4000.	THURSDAY, 2nd December.
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KOBÉ & YOKOHAMA.	AWA MARU, Capt. A. Keith, Tons 8800.	SATURDAY, 11th Dec., at Daylight.
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Fitted with new system of wireless telegraphy. Cargo only.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 6 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, Manager.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE: SAKAYAMA, KOBÉ, JAPAN.

BRANCHES: NIPPONMACHI, SHIMODA, JAPAN and HONGKONG.

CABLE ADDRESSES.

MIYASAKI, applying to Head Office and Shimoda Branch.

YUTAKA, applying to Hongkong Branch only.

By L. The Yokohama Specie Bank.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

KERO MANAGER, HONGKONG.

4th Floor, 40, CONNORWAY ROAD.

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leaves	Connecting Steamers	Due	Due
to	Hongkong	from Colombo to	Marseilles (Byndial)	London (1 day later)
Steamer	Leaves	Steamer	Due	Due
ARABIA	Feb. 19	MARITIMA	March 5	March 11
DELTA	March 5	CHINA	March 19	March 25
MAEDONIA	March 19	MALWA	April 2	April 8
DEVA	April 2	(Through steamer)	April 16	April 22
ARABIA	April 16	calling at Bombay	April 30	May 6
DELTA	April 30	KONGOLA	May 14	May 20
MAEDONIA	May 14	MARMOBA	May 28	June 3
DEVA	May 28	MOULTAN	June 11	June 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARE TO LONDON (Including Surtax):
1st Saloon.....£71.10 Single. £108.14 Return.
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following:-
INTERMEDIATE (Non-Through) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leaves	Due
to	Hongkong	London
SYRIA	January 28	March 12
SUMATRA	February 9	March 23
NYANZA	February 23	April 7
BARDA	March 6	April 20
MAINA	March 20	May 4
BARDIA	May 4	June 18
NORE	May 18	July 2

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARE TO LONDON (Including Surtax):
1st Saloon.....£58.10 Single. £82.10 Return.
2nd ".....£38.10 " £57.4 "

Carry 1st and 2nd Saloon Passengers.
For further particulars apply to
E. A. HEWETT, Superintendent.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
MANZANILLO, (MEXICO), CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).

s.s. Manshu Maru - 5000 " Dec. 10th, at noon.

s.s. America Maru - 6000 " Feb. 5th, at noon.

For particulars apply to
K. MATSUDA, Manager,
TOYO KISEN KAISHA, King's Buildings.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.HONGKONG—SOUTH CHINA
COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP	For	Leaving
HAICHING	SWATOW, AMOY & FOCHOW.	FRIDAY, 26th Nov., at 10 a.m.
HAIMUN	SWATOW.	SUNDAY, 28th Nov., at 10 a.m.
HAITAN	SWATOW, AMOY & FOCHOW.	TUESDAY, 30th Nov., at 10 a.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1909.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Ship	Tons	Captain	For	Sailing Date
RUBI	2540	W. R. Almond	Manila	SATURDAY, Nov. 27, at Noon.
SAVIO	2540	R. Rodgers	Manila	SATURDAY, Dec. 4, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

Honkong—New York.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA PORTS AND SUM
CANAL.

(With liberty to call at
MALABAR COAST).

S.S. INDRAMAYO.....On 11th December, 1909.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, November 13, 1909.

Shipping

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.

S.S. 'MAEDONIA'

10,500 tons.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR

MARSEILLES AND LONDON, VIA BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying

at Bombay 24 hours only and is due to arrive at—

MARSEILLES.....April 16th.

LONDON.....April 23rd.

FARES TO LONDON—

1st Saloon.....£71.10 Single. £108.14 Return.

2nd ".....£48.8 " £72.12 "

For further Particulars apply to
E. A. HEWETT, Superintendent.

Hongkong, August 15, 1909.

THE EASTERN & STEAMSHIP CO.

AUSTRALIAN LIMITED.

MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	LEAVE HONGKONG FOR AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Nov. 16	8th Dec. at Noon.
EASTERN	Dec. 14	8th Jan. at Noon.
ALDENHAM	Jan. 11	End Feb. at Noon.

THE above Steamers are fitted with Refrigerating Machinery, stowage a splendid supply of food, fresh provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1909.

FOR SINGAPORE, PENANG AND
CALCUTTA.

Taking Cargo on through Bills of Lading to
Rangoon, Madras, and Mauritius.

THE Steamship
ARABIA
Captain A. Stewart, will be despatched
for the above ports on SATURDAY, the
27th November, at 5 p.m. For Freight or
Passage, apply to
D. SASSOON & Co., Ltd.,
Agents.

Hongkong, November 23, 1909.

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON & NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship
WYNEKO,
will be despatched for the above ports on
SATURDAY, the 27th November, 1909.

For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.

Hongkong, October 26, 1909.

FOR LONDON, HULL & ANTWERP.

THE Steamship
'SHIRE' LINE OF STEAMERS,
LIMITED.

THE Steamship
'ERCONSHIRE'
Captain T. H. Smith, will be despatched
for the above ports on SATURDAY, the
27th November, at 5 p.m. For Freight or
Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, November 1, 1909.

CHARGEURS REUNIS, CO.
FRENCH STEAMSHIP COMPANY

REGULAR FREIGHT SERVICE
TO SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

THE Steamship of the Chargeurs Reunis
Co., proceed from Yokohama DIRECT
TO SAN FRANCISCO, without any call
en route, thus affording a fast regular cargo-
boat service from China and Japan to San
Francisco.

The S.S. AMIRAL OLY
10,000 Tons. Captain Privat,
will be despatched for San Francisco and
other ports on or about the
27th November, at 5 p.m. For Freight or
Passage, apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, April 14, 1909.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

THE CHINESE MAIL

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Notices to Consignees

FROM EUROPE.

THE H.A.L. Steamship

SENIGAMBIA.

Captain KERR, having arrived, Con-

signees of Cargo are hereby informed that

their goods are being landed and placed at

the risk in the Godowns and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company,

Limited, whence delivery may be obtained

against Bill of Lading countersigned by

the Underwriter.

Optional Cargo will be forwarded unless

notice to the contrary be given before

To-day.

All claims must be presented within ten

days of the steamer's arrival here, after

which they cannot be recognized.

No claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 28th inst.,

will be subject to rent.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 27th inst., at 5 p.m.

No Fire Insurance will be effected by us

in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, November 23, 1909.

FROM EUROPE.

THE H.A.L. Steamship

YANDULIA.

Captain KERR, having arrived, Con-

signees of Cargo are hereby informed that

their goods are being landed and placed at

the risk in the Godowns and/or extra

hazardous Godowns of the Hongkong and

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No Fire Insurance will be effected by us

in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, November 23, 1909.

NOTICE TO CONSIGNEES.

STEAMER TONKIN.

COMPAGNIE DES MESSAGERIES

MARITIMES.

CONSIGNEES of Cargo from London

via S.S. Malacca & Siam, from

Bangkok, are hereby informed that their

Goods will be delivered from along-

side.

Cargo impeding the discharge will be

landed at Consignees' risk and expense.

Bills of Lading will be countersigned by

the Underwriter.

Optional Cargo will be forwarded unless

notice to the contrary be given before

To-day.

All claims must be presented within ten

days of the steamer's arrival here, after

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No claims will be admitted after the

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HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, November 23, 1909.

NOTICE TO CONSIGNEES.

STEAMER TONKIN.

COMPAGNIE DES MESSAGERIES

MARITIMES.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE,
VIA DAIRIN.

WINTER SCHEDULE.

(Effective from Oct. 23, 1909).
THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of steel-jointed
equipped Sleeping, Dining and 1st Class Cars, operated between Dairin and Changchun
in connection with the Trans-Siberian Express Trains and with the Dairin-Shanghai
Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (3,877 tons each)
as follows:—

NORTH-BOUND.
Shanghai (Steamer).....Leave 12.00 a.m.
Dairin (Train).....Arrive 12.00 a.m.
Mukden (Train).....Leave 12.00 a.m.
Changchun (Train).....Arrive 12.00 a.m.
Harbin (Train).....Leave 12.00 a.m.

Connecting at Harbin with
State Express for Moscow.
Wagon-Lite for Moscow.
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